tion of India (FCI) were referred to BIFR in 1992;

(b) whether in 1994 Ministry proposed to the unions partial revival of Namrup & Sindri Units and closure of Durgapur, Barauni, Talcher, Ramagundam, Gorakhpur, Haldia and FP and ARD;

(c) whether in April, 1995 Government decided in priciple to revive si* of the above units barring Haldioa and Gorakhpur which were to be hived off; and

(d) whether now, after five years Government have again decided to run Sindri and Namrup only and close all other units; if so, the reasons for suchg change in decision; if not, the reasons for the delay in taking decision on the revival scheme?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI M. ARUNACHALAM): (a) to (d) Under the provisions of the Sick Industrial Companies (Special Provisions) Act, 1985, Hindustan Fertilizer Corporation Ltd. (HFC) and Fertilizer Corporation of India Ltd. (FCI) were referred to the Board for Industrial and Financial Reconstruction (BIFR) in Arpil 1992.

One of the rehabilitation options contemplated in 1994 envisaged the revival of the Namrup units of HFC and Sindri unit of FCI and the closure of all other units/establishments of these companies. In April 1995, Government approval was accorded for the revival packages of HFC/FCI envisaging the revamp of Namrup, Barauni & Durgapur units of HFC and Sindri, Ramagundam & Talcher units of FCI, with the stipulation that the fresh investment required be raised from healthy fertilizer cooperatives/financial institutions. The Haldia project of HFC and the Gorakhpur unit were to be hived off.

These packages could not be implemented for want of funding arrangements. The revival packages were thereafter reformulated from the stand point of funding by financial institutions in the light of the report of an Expert Group led by ICICI. These packages envisaged a fresh investment of Rs. 3507 crore on the revamp of the Namrup. Durgapur and Barauni Units of HFC; and Sindri, Ramagundam and Talcher units of FCI. Further reliefs and concessions, including write off of Government loans and ac-cruicd interest to the tune of Rs. 5006 crore were contemplated to make these packages viable. The revival package in respect of the Namrup units of HFC has been approved by the Government on 1.10.97. The enventual decision in respect of the remaining functional units of HFC & FCI, which will be subject to the approval of the BIFR, would, *inter-alia,* take into account the considerations of unitwise viability and tie-up of the funding arrangements.

भोपाल के गैस राहत आयुक्त के न्यायालय में लम्बित पड़े मामले

342. **श्री चीमनभाई हरीभाई शुक्ला**: क्या रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि:

(क) भोपाल के गैस राहत आयुक्त के न्यायालय में लम्बित पडे मामलों की तिमाही वार अद्यतन संख्या कितनी है;

(ख) वर्ष 1996-97 और 1997-98 के दौरान आयुक्त के कार्यालय में कितने नए मामले दर्ज किए गए;

(ग) क्या माननीय न्यायाधीश की आयुक्त के पास में नियुक्ति पूर्कालिक आधार पर की गई है; और

(घ) गैस राहत आयुक्त का कार्यालय किस स्थान पर खोला गया है?

रसायन और उर्वरक मंत्री (श्री एम. अरुणाचलम): (क) कल्याण आयुक्त, भोपाल गैस पीडित के न्यायालय में लम्बित मामलों की संख्या इस प्रकार है:

श्रेणी	तीन माह से अधिक समय से लंबित	6 माह से अधिक समय से लंबित	9 माह से अधिक समय से लंबित	12 महीने से अधिक समय से लंबित	कुल
01 (व्यक्तिगत चोट)	158	104	400	232	896
04 (मृत्यु)	25	51	50	431	557

(ख) कल्याण आयुक्त, भोपाल गैस पीड़ित के न्यायालय में 1996 और 1997 में दायर किए गए मामलों की संख्या इस प्रकार है:-

वर्ष	श्रेणी	
	01 (व्यक्तिगत चोट)	04 (मृत्यु)
1996	917	434
1997 (अक्टूबर, 97 तक)	269	160

(ग)और (घ) मध्य प्रदेश उच्च न्यायालय की इन्दौर खण्डपीठ में कार्यरत न्यायाधीश भोपाल में कल्याण आयुक्त के रुप में समवर्ती प्रभार संभाले हुए है।

Construction of Mumbai-Pune Superhighway

343. SHRI SATISH PRADHAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the proposal for construction of Mumbai-Pune Superhighway and Nhava-Shiva-Shivdi Flyover proposals are pending for environmental clearance for over the last four years with the Central Authorities.

(b) if so, the details thereof and the reasons for delay in according clearance to the proposals and their present status;

(c) whether Government have received communication from the State Government urging for early clearance of the proposals; and

(d) the reaction of Government thereto and how soon the decision in the matter will be taken?

THE MINISTER OF ENVIRONMENT AND FORESTS (PROF. SAIFUDDIN SOZ): (a) and (b) The original proposal submitted by the Maharashtra Government was for clearance of Mumbai-Pune Expressway through a new alignment in the Ghat section. The clearance of this project was dependent on a bio-habitat study which would take time. In view of this, the Government of Maharashtra re-aligned the Expressway avoiding the new Ghat section and submitted a revised proposal on 9th September, 1997. The revised proposal was accorded environment clearance on 13th October, 1997.

In regard to Trans-Harbour-Link between Nhava and Sewri, the Government of Maharashtra was informed in 1992 that the project may not be feasible till the State Government takes measures to decongest the Island City. This position was again reiterated in 1995.

(c) Yes, Sir.